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AND FARMERS, MECHANICS, AND, MANUFACTURERS' ADVOCATE.

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MISCELLA NEOUS.

WOMEN AND MARRIAGE.

BY WASHINGTON INVING.

I have speculated a great deal upon mat rimony. I have seen young and beautiful the world says-well! Some have moved and they have gone away and committed them to their sunny hopes cheerfully and without fear. It is natural to be sanguine for the young, and at such times I am carried away by similar feelings. I love to get unobserved into a corner, and watch the bride in her white attire, and with her smiling face and her seft eyes moving before me in their pride life, weave a waking dream of her future rappiness, and persuade myself that it will be true. I think how they will sit upon the luxurious sofa as the twilight falls, and build gay hopes, and murmur in low tones the now, forbidden tenderness; and how thrillingly the allowed kiss, and the beautiful endearments of wedded life, will make even their parting joyous, and how gladly come back from the crowd and the empty mirth of the gay to each others quiet company. I picture to my-self that young creature, who blushes even now at his hesitating caress, listening eagerly for his footsteps as the night steals on, and wishing that he would come; and when he enters at last, and, with an affection as undying as his pulse, felds her to his bosom, I can feel the tide that goes flowing through the heart, and gaze with him on that graceful form as she moves about for the kind offices of affection, soothing all his unquiet cares, and making him forget even himself in her

young and unshadowed beauty.

I go forward for years and see her luxuriant hair put sobetly away from her brew, and her girlish graces ripen into dignity, and bright leveliness chastened with the gentle meeklooks on her with a proud eye, and shows her the same fervent love and delicate attentions which first won her, and her fair children are growing about them, and they go on full of bered when they die!

I say I love to dream thus when I go to give the young bride joy. It is the natural tendency of feeling touched by loveliness, that fears bothing for itself; and if I ever yield to darkened feelings, it is because the light of the picture is changed. I am not fond of dwelling upon such changes, and I will not minutely now. I allude to it only because I trust that my simple page will be read by some of the young and beautiful beings who daily move across my path; and I would whis-per to them as they glide by joyously and confidently, the secret of an unclouded future.

The picture I have drawn above is not pe-It is colored like the fancies of the bride; and many, oh! many an hour will she tre. sit, with her rich jewels lying loosely in her fingers, and dream such dreams as these. She undeceived. The evening is not too long of humanity, of her country, and the relation while they talk of plans for happiness, and the quiet meal is still a pleasant and delightful novelty of mutual reliance and attention. elight attentions will not alone keep up the able to command as much pecuniary capital social excitement. There are long intervals as they would wish to begin business with, of silence, and detected symptoms of weariness; and the husband, first, in his manhood, that will weigh as much as money with peobreaks in upon the hours they were want to ple whose opinion is worth having. And it spend together. I cannot follow it circum- does not take long to accumulate a respectstantially. There comes long hours of un- able amount of this capital. It consists ger, and go cut separately to seek relief and few obstacles which cannot be overcome, lean upon the hollow world for the support Friends spring up and surround such a young which one who was their lover and friend man as if by magic. Confidence flows out

Heed this, ye who are winning by your inhocent beauty, the affection of high minded is in advance of many who started with him, and thinking beings. Remember that he will give up the brother of his heart, with whom he has had even a fellowship of mind, the society of his cotemporary runners in the race of fame, who have held with him stern companionship; and frequently, in his passionate love, he will break away from the arens of his burning ambition, to come to listen to the voice of the charmer. It will be wilder him editor to parry its force.—Statesman. at first; but it will not long. And then, think we advise the editor of the Stateman to of Engines.

The workmanship and me mind that has been used, for years, to an equal through a purgation generally, for no man equal to any builders. You Trust not your influence to such light fetture. Credit not the old fashioned absurdity, that of political malignity, it is high time he should woman's is a secondary lot, ministering to the necessities of her lord and master. If Cleveland Herald. your immertality is as complete and your gift of mind as capable as ours, I would put no wisdom of him gainst God's allotment. I would charge you to water the unaying bud, and give it a healthy culture, and open its beauty to the sun; and then you may hope the complete in the following decidedly rich style. Said he:

Reformation of Wm. Wirt. TRUE INCIDENT IN HIS HISTORY.

The distinguished Wm. Wirt, within six Demonstration against the adminis or seven months after his first marriage, became addicted to intemperance, the effect of which operated strongly on the mind and health of his wife, and in a few menths more she was humbered with the dead. Her death a).50 led him to leave the country where he resided, and he moved to Richmond, where he soon rose to distinction. But his habits hung about him, and occasionally he was found which it was deemed preper to extend to the about him, and occasionally he was found with jelly and frolicksome spirits in bacchan-alian revelry. His true friends expostulated largest and most, enthusiastic, meeting that him to convince him of the injury he has assembled in this city for several years. His practice began to fall off, and many looked on him as on the sure road to ruin. He was advised to get married, with a view of correcting his habits. This he consented to do, if the right person offered. He accordingly paid his addresses to Miss Gamble. After some months attention, be asked her hand

in marriage. She replied:
"Mr. Wirt, I have been well aware of you attentions some time back, and should have women, the pride of gay circles, married—as given you to understand that your visits and attentions were not acceptable, had I not reinto costly houses, and their friends have all ciprocated the affection which you evinced come and looked at their fine furniture and for me. But I cannot yield my assent until their splendid arrangements for happiness, you make me a pledge never to taste, touch or handle any intoxicating drinks."

This reply to Wirt was as unexpected as it was novel. His reply was, that he regarded the proposition as a bar to all further consideration on the subject, and left her. Her course towards him was the same as everhis resentment and neglect.

In the course of a few weeks he went a gain and solicited her hand. But her reply was her mind was made up. He became indignant, and regarded the terms she proposed as insulting to his henor, and vowed it should be the last meeting they should byer have. He took to drinking worse and worse, and worse, and seemed to run headlong to ruin.

One day while lying in the outskirts of the city, near a little grocery, or grop shop, dead drunk, a young lady whom it is not necessary te name, was passing that way, to her home, not far off, and beheld him with his face upturned to the rays of the scorching sun. She took her handkerchief, with hor own name marked upon it and placed it over his face. After he had remained in that way for some hours he was awakened, and his thirst being so great, he went into the grog shop to get a drink, when he discovered the handkerchief, at which he looked, and the name was on it After pausing a few minutes, he exclaimed: "Great God! who left this with me! Who

placed this on my face?"
No one knyw. He dropped the glass ex claiming:

He retired instantly from the grocery forgeting his thirst, but not his debauch, the handkerchief or the lady, vowing, if God gave him strength, never to touch, taste, or handle inloxicating drinks.

To meet Miss Gamble was the hardest effort of his life. If he met her in her carriage 'Huron' the first engine delivered,

reply was; "My conditions are now what they ever have been !!

"Then," said Wirt, "I accept them." They were soon married, and from that day he kept his word, and his affairs brightened, while honors and glory gathered thick upon his brow. His name has been enrolled high

How many noble minds might the young ladies save, if they would follow the example believes them, toe—and she goes on a while of the herome-nearted mine the relation

CAPITAL FOR YOUNG MERCHANTS .- It is There comes soon, however, a time when per- a consolation for all right minded young men sonal topics become bare and wearisome, and in this country, that though they may not be happy restlessness, and terrible misgivings of truth, honesty and integrity; to which may other's worth and affection, till, by and be added decision, firmness, courage and perby they can conceal their unessiness no lon- severance. With these qualities there are to him, and business accumulates on his

> We advise all who have read our article respecting Campbell and Corwin, and the Gardner fraud, to procure the Journal of last

communiont. Think you be will give up for can wallow in such self-made fifth as coma weak dalliance, the animating themes of posed that unjust and vile article, without man, and the search into the mysteries of being bedaubed from head to foot. When knowledge! Qh. no, lady! believe me, no! an editor must point his weapon with venom, drawn from the very slime of the putrid pool

From the Zanceville Daily Aurora: MASS MEETING.

tration of the Central Ohio Rail road!

The Citizens of Zanesville assembled. past, convened in the place shove mentioned, filling the Hall and gallery with a concourse of persons that were undivided in sentiment in regard to the object of the call, and who gave their hearty approval to the proceedings that followed.

C. W. Buckmaster, Esq., was appointed President, and G. A. Jones, Mark Lowden, Austin Berry, J. T. Fracker, J. B. H. Bradshaw, F. A. Korte, G. W. Graham, C. W. Potwin, Jos. Galigher, G. Wyncoop, J. M. James, D. Applegate, J. Dare, er., J. R. Prat, S. Clark, W. Blocksom, Jesse Keen, Jas. Raguet, John Redmond, T. F. Nevitt, and S. Burwell, Vice Presidents. James E. Palmer, Capt. D. Hurd and John

Cooper, Secretaries.

The object of the meeting was stated by the President, when on motion, Dr. Z. C. McElroy, Dr. A. Ball, Joseph Galigher, Dr. T. M. Drake, and Wm. Schultz were appoin-

ted a committee on resolutions. A call was made for an address from Henry Blandy, of the firm of Blandys' Locomotive bullders, to which he responded in a candid and clear narration of the clear narration o the relations between the Central Onio Ruilread, and the establishment of which he is a member, and of the inducements offered to commence an enterprise of that kind, and of the subsequent violation of the promises and pledges given by John Sullivan, President of that company upon the most frivolous pretexts, and when that did not answer by crupulous falsehood-John Bullivan had promised the especial interest and patronage of the road, and they, in consequence, had invested their capital in a locomotive manufactory, yet he had attempted to crush the enterprise in its infancy, for when he went East authorized to purchase one locomotive, he had purchased four. His foreman had visited Eastern establishments in company with an officer of the company, in order to select the best and most approved patterns, and after which, his work was constructed. The quality of his manufacture had been tested on various roads, as the following certificates would testify. One of the Secretaries then read the following LETTERS.

SANDUSKY, O., July 8, 1853. MESSES. H. & F. BLANDY -- Gentlemen :-In answer to your enquiries about the Machinery furnished by you upon the Mad River and Lake Eric R. R. I would say that the or on foot he popped around the nearest cor- teen months drawing heavy freight trains ner. She at last addressed him in a note un- every day. We had her in shop two days to der her own hand, inviting him to her house, make a change in steampipe. The Belle which he finally gathered courage enough to Centre' the second machine ran eleven months accept. He told her if she still bore affection up to the time of a collision with an other ento him he would agree to her own terms. Her gine. The 'Tremont' has run constantly since coming on the road .- She and the 'Huron' are doing well and in good order with exception of turning off tires when we can

> nes, have done fully as much work as any, and more than most of the machines upon the road with as little repairs.

They all have been very efficient machi-

in the temples of fame; while patriotism and Respectfully, F. C. FOARD, renown live after him with imperiahable lus-

ALLEGHARY CITY, August 10, 1853. MERSES. H. & F. BLANDY .- Gentlemen -I take this opportunity to answer your enemies respecting the machinery you have furnished to the Penn, and Ohie R. R. Co.

They have been doing an excellent busi ness. The 'Ashland' has taken the heaviest as follows: train over the road, notwithstanding we have engines with LARGER OVLINDERS. This may appear strange, but to the practical man the cause is well understood. They have done for us good service, in fact we could not have the freighting of the road without them this season. I consider them in every respect equal to any, and superior to most Ma-chines upon the road; and I cheerfully recommand them to Rail Road Companies.

Yours, Respectfully, GEO. W. GLASS, Master of Machinery of the P. & O. R. F.

ZANESVILLE, O. March 14, 1854. Messra. H. & F. BLANDY, -Gentlemen .-In reply to your application for a statement f the performance of Machinery on the C. O. R. R. of which I have been M. M. sinca its opening, I take pleasure in saying that it has done very efficient service. The "Zanesville," the first Engine you built after working twelve months on heavy freight and construction trains, has run on the express du-

The workmanship and material I consider equal to any builders. Your first style of Engine, which I have understood was selected by Col. Sullivan; you are aware, I never fully approved of; but the Engines you are new building I do fully approve of and commend with confidence to B. R. Co's for plan of construction, for worksamehip and material, and have no doubt they will prove equally valuable with any of eastern build.

E. B. DUVALL, M. M. C. O. R. R. and give is a secting culture, and open its bill replied in the following decidedly rich that their operators had been beyond the same and the sum; and then you may hope that, when your life is bound with another, you will go on equally, and in a fellowship that shall pervade every earthly interest.

The purchase of the land, and the location of the company, either for company, eithe Mr. B. then gave in detail, the amount of Directory and the present President; as well

not given an opportuity to bid for the 24 lo-comotives; one of which was, that the Newcastle style of engines were not now appro-the city of Zanesville. Therefore, in view ved of; but, the fact is, and was known to of these facts and reports, be it. John Sullivan, that ours were not of that kind, but are of the latest and most approved patterns. Another pretext was that they would not agree to build them upon the same terms of payment as foreign, establishments, this was also false, and mere quibbling, as

given an opportunity, the engines would have been constructed here, upon equally favora-ble terms, and quality. One-half of the con-tract had been given to the builders of the "Black Hand," an engine that had been ruled off the road as a nuisance, its repairs for a limited period only, exceeding the cost of purchase. But the causes that operated to prevent the building of these 24 locomotives at Zanesville, were personal with President Sullivan, growing out of the non-erection of a Rail Mill in this vicinity, contemplated perhaps on President Sullivan's farm, and which was not erected, because he would not agree to perform the promises that induced the projectors to get up the project. Mr. S. had agreed to give the builders of the mill the marefused to contract for more than 6,000 tons, which killed the enterprise in this city. Mr. Blandy continued at some length, and expothe executive committee of the road in forcible terms, and which, if the evidence were

scarcely be believed. Mr. Thomas Douglas, of the firm of Dougas, Smith & Co., car builders, was next callestimony of the genius of John Bullivan & romises, of shuffling and equivocation, such other place. The Central Ohio Railroad, by and respect their just rights. its President, John Sullivan, entered into a contract with his firm in 1852 to build all the cars required for the use of that road for a period of four years, upon terms, such as would compare favorably with other known responsible establishments, and upon which establishment in embryo at the Eastern ter- are respectfully submitted.

were required to bid against. which really had had no existence at this assenting to all his official acts. time, and which is intended to be warmed into life by the President and some of the Di- ing resolution was adopted: rectors of the company, for objects that were they were affected by the recent action of to its existing state of affairs, the officers of the road. It is now believed Messrs. W. H. Ball, James chinery for the road are to be constructed.

the following report:

country along the line; and

and country;

AND WHEREAS, current reports in authonthat the present Directory have called into being an executive committee, who, with the President, have been directly, or by official neglect, instrumental in enabling the President, or in league with, him, in making a dafing attempt to crush the industrial interests of Zanesville, by the violation of a positive contract in writing, for all the cars neceasary to equip the road, when completed. to the Ohio river, entered into by a former

men often employed, it was unreasonable to plated removal of the head quarters of the expect the same effects. Breakages would company, including station and repair shops, is therefore not deemed necessary to publish. The following was then adopted:

The following was then adopted: unavoidable under the circumstances, in the the terminus of the road on the Ohio river, When John Bullivan went east to centract for lecomotives, he did not give his firm any opportunity to bid, he had endeavored to have an interview with him, but failed. Several quibbling pretexts have been made to avoid the odium of the fact that the President had private ends, the whole influence of the company; all this to the great detriment, if not total destruction of the industrial interests of

of these facts and reports, be it. Resolved, That the present Directory, so far as they belong to our city, have betrayed the trusts we reposed in them in electing m as Directors.

tord, That the executive committee, a far as composed of jour own citizens; and so his firm were prepared to do the work upon far as they have been privy to, and concerned as favorable terms as any other. If they had in the late high-handed measure of the Posiin the late high-handed measure of the President, have shamefully betrayed the confidence heretofore reposed in them, as friends of our city's mechanical and industrial interests. Resolved, That we view the conduct o

the President as dishonorable in the highest degree, in violating his own oft repeated pled-ges; and in his endeavors to crush beyond the hope of a revival, the mechanical and manufacturing interests of Zanesville.

Resolved, That we call upon the Directors

o remove the President forthwith, as being utterly unworthy of the place he occupies.

Resolved, That if the President is not lost to every honorable emotion he will at once tender his resignation to the Board of Direc-

Resolved, That from the certificates read to ting of 12,000 tons of rails, but afterwards meeting to-night, from three of the most re-efused to contract for more than 6,000 tons, spectable Railroad Companies in the United States, we consider our manufactures of motive power and railroad cars worthy of the sed the conductor of President Sullivan and confidence and patronage of any railroad company in the Union.

Resolved, That a copy of the proceedings

not so complete and overwhelming, could of this meeting be sent to the manufactures of motive power in Virginia and Massachusetts, and of railread cars at York, Pennsylvania who have contracts with the President ed out, and his remarks were only additional and Directors of the Central Ohio Railroad. Resolved, That we council all good citi-

Co., in the quibbling line, of the violation of zens and friends of our city's industrial en-positive contracts, of the iton-performance of terprise to refrain from committing trespass or injury to protect at all hazards and to its as has never been equalled in this or any interest everything belonging to the company,

Resolved, That we feel a just sense of the importance and magnificence of our great Central Ohio Railroad enterprise; and while we never contemplated or expected a mono-poly of its patronage, we bad a right to ex-pect the fulfillment of contracts and pledges; and described into with Dou-and fair play to enter into competition for the glass, Smith & Co., by the Central Ohio we never contemplated or expected a monoterms they had executed all the work offered, and fair play to enter into competition for the notwithstanding it had been recently reported construction of its necessary equipment and that they had refused an order; this report fixtures not asking anything at the hands of was false, and had originated from those in- its President and Directors, which was not terested, to give some kind of excuse for the positively to the advantage of the company terested, to give some kind of excuse for the positively to the advantage of the company violation of a fair contract. There was an to award our manufacturers. All of which the Co. to keep a force on hand at all to the contract was of such a character, that

The contract for the building of 400 cars Dr. Drake, defining the position of the comhad been given, in appearance, to a firm lo- mittee in considering the position of the memcated in York, Pa., but the greater portion of bers of the executive committee of the road, the mechanical work was to be done at Bel- who he said were in the same category lair, the speculative town of John Sulli van & with the President, until they publicly stated is proper to state, that the Central Ohio Rail-parties held different views as to the concontend in prices against an establishment be properly held as identified with him, and road advanced their means largely, to fes- struction of its provisions. On motion of R. W. P. Muse, the follow-

Resolved. That C. W. Potwin too transparent to deceive any one. Mr. D. ligher, Geo. A. Jones, Wm. H. Ball, D. Apthen related the history of the establishment plegate, and J. Cooper, be appointed a comof the dar manufactory; in this city, the in-ducements, promises and prospects, and how ders of the Central Ohio Railroad, in relation

Messrs. W. H. Ball, James R. Harper and that Bellair is to be the favored point, and L. P. Marsh were severally called and adthat the capital, influence, and patronage of dressed the meeting in their usual eloquent the road, are to be concentrated on this point, and argumentative manner. The length of and make it the place where the cars and ma- these proceedings preclude the possibility of giving, even a sketch of their remarks. That Mr. D. having concluded, Dr. McElroy, they were listened to with intense laterest, from the Committee on Resolutions, reported was apparent from the fact that the large au-MR. PRESIDENT AND GENTLEMEN:—The M. and that the manifestations of approval dience remained present until 11 o'clock P. committee appointed by you to prepare reso- were loud long and frequent. These gentlelutions to be submitted for adoption by this men gave brief but, lucid statements of the meeting, expressive of their sense of the sub- history of the road, its inceptions and subseject under consideration, beg leave to submit quent progress, John Sullivan's induction into the Presidency, his promises and pledwe following report: into the Presidency, his promises and pled-Whereas, we, the citizens of Zanesville ges, their violation, induced by personal piand Muskingum county, being directly and que and private interest, the extension and indirectly interested as stockholders in the speculation at Bellair by Sullivan and a por-Central Ohio Railroad-Gampany, some of us tion of the Directors, the determination to individually, and all of us in the public sub-scriptions by the city and country to the capi-tal stock of the company, are assembled this the purchase of land with the funds of the evening to discuss the management of the company in trust and the subsequent transfer end by the present President and Directors; of the same to Sullivan & Co., on their own terms, the contemplated removal of the of-WHEREAS, the Central Ohio Railroad had ficers and machine shops from Zaneaville, & its infancy in the city of Zanesville, and was the apparent warfare against her mechanical called into existence to develop and promote interests, all showing up in his true colors, the industrial advantages of the cities and the man that proved recreant to, and abused trusts reposed in him by those whose betray-WHEREAS, such was the representation and ed confidence, placed him in his present pospromises of the President and Directors when tion. One of the orators related a transacthey called for individuals, as well as public tion, which there were none other culpable, subscription to the capital stock, in the city would be more than sufficient to condemn its authors in the estimation of all persons that despise dishonesty and trickery. It appeared tic, but not official shape, have developed to that on the night before the August election our astonished city and citizens, the facts for Directors, that the President and executive committee for the purpose of re-electing themselves, created \$300,000 of new stock and sold it to a person that used if in that manner; that it was a sham sale no money being paid on it; and that the company since through the agency of one of its Directors in Columbus, have been offering said stock or a portion of it for sale at rates that have depre-

ciated the value of the stock before issued to

Columbus to Wheeling; and, also, in the ticular description of car they wish to have leading Cincinnati, Baltimore, and New York constructed, unless its specifications differ city papers, and in one paper each, in Alex- materially from those in ordinary use among

Pa. The meeting then adjourned. G. W. BUCKMASTER, Pres. JAMES E. PALMER, D. HURD, Secretaries. JOHN COOPER.

Directors of the Central Ohio Railroad, here-

That the resolution of the City Council met with prompt response upon the part of the Railroad Directory, and every facility for the investigation has been tendered in a satisfactory manner.

Before proceeding to recapitulate the facts connected with the contracts for the construction of Locometive Engines and Passenger Cars, it is proper to advert to the arguments made use of, by the President and others associated with him, in getting up the enterprize for the construction of the Central Ohio Road; in obtaining stock subscriptions from our citizens as well as aid from the county. The argument most prominently put forth was, that by means of it, manufactories would spring up for the construction of by the enterprize, and an increase of population and wealth, as a matter of consequence, interests; it needed no other than individual they could make within a prescribed period, assurance, which was given, that a proper we understand that no definite proposition as degree of encouragement would be extended; to price or terms was indicated, or proffered, and, under this implied faith, some of our upon the part of the Company, for the greatenterprising citizens embarked their capital, or portion of the cars to be constructed, with a sanguine expectation that their hopes while the proposition of Douglass, Smith & Railroad, for the construction of passenger proposition as to prices—which they could four years from the date. The provisions of sponsible parties in the State of Ohio. minus of the Central Road, which his firm The report and resolutions were then adopter its growth, and by liberal patronage, Although not within the province of the placed it upon an apparently substantial footing, thus enabling its enterprising proprietors Council, to investigate the general charge of to erect new buildings and to increase their speculation in property at Bell Air, attributed manufacturing facilities, commensurate in to the President and a portion of the Direct-

> Superintendent called for 200 House cars, 8 wheels,

200 Coal and Cattle Cars,

50 Platform or Gondola, 20 First class Passenger,

4 Second class " 4 Express and Mail, with post office an

express apartments. 4 No. 2 Baggage.

In obedience to this requisition, the President invited proposals from Douglass, Smith & Co., for all the work they could do within a prescribed period, (see President's report) and on the 14th of Februry they made proposals for

10 First class passenger, 4 Second class

3 Mail express 3 Baggage,

The following was then adopted:

Resolved, That the proceedings of this be true to some extent; but it does not following be signed by the officers, and publishly does not follow as a matter of course, that the Central ed in the city papers, and in the papers published in the city papers. lished along the line of the railroad from of the State to determine the value of a parandria, Va., and Taunton, Mass., and York, the roads in the State, as an application made to the various Superintendents of roads throughout the State would settle the average value of particular description of Carunder their confract. It is evident however, that the contract entered into with Douglass, Smith & Co., by the company, is inconveni-Report of the Committee of the City ent in some particulars, and embarrassing in some of the C. O. R. R.

The Committee whom was referred the examination of the proceedings of the Board of Directors of the Committee whom was referred to the Board of Directors of the Committee whom was referred the examination of the proceedings of the Board of Directors of the Committee of the the wants of the company have made large expenditures in the shape of buildings and machinery, to facilitate their business on the faith of the contract, and the deprivation of a large amount of work which they had reason to expect, might be the means of causing partial embarrasment to these enterprizing men. Upon the Railroad Company however rests the responsibility of bestowing these contracts to other parties, although it is evident if the prices offered by Douglass, Smith & Co., were the lowest they could have sub-mitted to, the company have effected an important saving in the aggregate of the work, y sesigning the contracts to Messrs. White. Small & Co., of York, Pennsylvania, who propose to do the work at Bell Air, the astern Terminus of the Road on the Ohio

The difference between their respective bids being in favor of the Company, in the engines and passenger and burthen cars; and our industrial interests be largely promoted proffered And in record in the amount of work proffered. And in regard to the proposition from Messrs. Davenport, Russell & Co., of Massilon, for the construction of the same would be the resulting benefits. How far number of cars, the difference in favor of the this state of anticipated results have been Company, as against the proposition of Douverified, the public are doubtless enabled to glass, Smith & Co., as indicated in their prosudge impartially from a relation of facts.—
position of the 14th February, would be Policy indicated and adopted by the Directory \$28,250. As to the terms of payment, in while the read was in process of construc- either case, the difference is not material. tion, favored the growth of these manufactur- While the President felt it to be his duty to ing establishments, but no official pledge is solicit proposals from Douglas, Smith & Co., upon record to do so at the expense of other for the construction of all the burthen cars

times, as well as material, to complete the in his opinion, he was not bound to divulge tion or repair of cars, and the Railroad Com- to comply with the contract; but the differpany obligated themselves to pay such prices ence being so greatly in favor of the Comas was paid by other Railroads, to responsible pany, by the great reduction of price, it pre-manufacturers in Ohio. (See cepy of con-sented a temptation so strong, as to hazard tract in the forthcoming report of the Pre- the probabilities of a suit at law, for dam-

part with the increased demands for machinery ory; and the charge of attempting to use the consequent upon the prospective opening up influence and patronage of the road to subof a more extended line of traffic upon the eastern division of the Central Ohio Railroad. Anticipating this state of things, the Board ing and Zanesville at Bell Air, backed up of Directors, on the 8th of February, 1854, as it was by the fact, that contracts had been ordered that the President be authorized to assigned for the construction of cars at that contract for all the passenger and burthen point, for the use of the Company; and knewcars they may need for the use of eastern ing that parties of speculators had taken predivision of the Road. The requisition of the perty in the immediate vicinity of the Central R. R. Terminus on the Ohio River, it was naturally attributed to the officers of the road, the President especially, whose speculative propensities are not unlike those of other men blessed with fine imaginative powers.

—but whose ability to carry is not near so strong as the desire to hold; probably a history of the transaction by one who was personally cognizant of the original purchase of what is known as the Harris Farm on the Ohio River, would be satisfactory to the public in the present excited state of feeling. In August, 1852, the President of the Road appreciating this farm as desirable to the interests of the Company for repair shops, ferry rights and other privileges, in the way of connection with th Baltimore and Ohio Road, and not being able to negotiate with. the proprietor on terms anything like satisfactory, for the right of way and depot Which proposition was accepted, at a slight grounds and landings, which, he supposed, duction upon proposed prices. A similar would require some 25 acres, he obtained a ontract was given to Mesers. Davenport, proposition from Mr. Harris for the sale of tussel & Co., of Massilon, for similar amount the entire farm to himself, containing 144 and kind of work. In the same proposal there acres, at about \$200 per acre. A meeting was a proposition from Douglass, Smith & of the board was called at his instance; and, Co., for the construction of the House, Coal, as the Railroad Company, under their charter So, for the construction of the tiouse, Coal, as the Kalifold Company, under their charter Scuttle and Platform cars, at prices not acceptable to the President—they doubtless anticipations, that propositions might have been made by purposes, Col. Sullivan proposed to vest the other parties, they qualified their bid, by saying, that if these prices do not suit, they Welch, on certain conditions, the first of welch, on certain conditions, the first of would build them at prices named by re-ponsible manufacturers in Ohio; thus throw-ny, to make the first payment on the purchase; ing themselves back upon their contract with accordly—that they would grant to the Centre Company, and the construction they had trai Ohio Railroad all the land they needed given it, which was to the effect, that they were to have the preference at an average of ed to be about 25 acres;) thirdly-all the prices named by responsible manufacturers profits of re-sale to result to the use of the in tae State of Ohio. This conclusion would Company, on condition, that a reasonable seem to be fair, from the fact, that they were compensation should be awarded them for the great injury of its holders. The acts of compalled, under the contract, to keep a force their trouble. The purchase of the land, and